



## Official and Classified ADVERTISEMENTS

Continued from Page 23

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# fishing news

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A NEW longline system (left), being developed so that the smaller boats can work more efficiently without having to spend vast sums of money to change from traditional baskets, is attracting a lot of attention. Skippers all over the country have shown interest following recent White Fish Authority trials in the south-west. Full story and pictures will appear in *Fishing News* soon.

## HADDOCK CONTROLS WORRY ABERDEEN

THE Government's expected Statutory Order on haddock fishing in the North Sea and off the Scottish west coast is thought to be due late this week.

Fishermen expect a licensing system to be introduced and catch restrictions in the region of 20 cwt. per man each week for the North Sea fishery and 8 cwt. per man for the west coast.

James Lovie, chief executive of the Scottish Fishermen's Organisation, said that the new order would keep non-members of producer organisations "in line".

Aberdeen and north-east fishermen fear that, if there is no government control, the "whiskies" will be blown on the fisheries.

Aberdeen boats regularly fish west coast waters and the loss of these vital supplies in a diminishing market would mean serious problems for merchants. Also, if the catch were to be set too low, there are fears that it would be uneconomical for Aberdeen trawlers to operate off the west coast — one of the few remaining areas left to fish.

The 9,000-tonne TAC for the west coast haddock fleet has already been exhausted, but fishermen belonging to FOE have shown restraint in maintaining self-imposed quotas. A Government order would have the effect of restraining non-members who have ignored attempts to conserve stocks.

This move, however, would involve additional monitoring of catches and policing of vessels.

Robert Allan, chief executive of the Aberdeen Fish Producers' Organisation, said: "We are not at all happy with the prospects".

# THREE DIE IN FIRE ON FREEZER

Roman towed  
into Norway

THE PORT of Grimsby was stunned at the weekend when three of its fishermen died after a fierce fire broke out in the engine room of British United Trawlers' 1,448-ton freezer-trawler Roman as she was fishing off Bear Island on Saturday morning at 10 o'clock. Roman, with a crew of 23, is one of BUT's most modern vessels.

She was 53 days out of the Humber and had almost completed her trip with about 360 tonnes of fish aboard when the tragedy struck.

The three men died, it is reported, while fighting the fire in the confines of the engine room after flames took a strong hold.

The crew assembled on deck after hearing fire alarms and repeated attempts to rescue the missing three men were made by officers using breathing apparatus.

The dead men were the bosun, Alan Parkin (33), married with two grown-up daughters; the junior bosun, Henry Slinkins (37), single; and assistant factory hand, Ken Dean (29), a father of three.

At Grimsby mourned the victim, the main talking point was how such a serious outbreak could have occurred in Roman's engine room, which has a full fire prevention sprinkler system.

About half the survivors

were injured and it was not until Saturday evening that Humber-side realised what had happened.

The crewmen who stayed

on board and were still feeling rough and shocked over their ordeal.

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## 'AEOLUS' All the way with Decca

Aeolus, a new 74ft. seiner-trawler, fishing out of Peterhead under the command of skipper-owner George Findley, has been equipped with a dual Decca Navigator Mk21 receiver installation to take advantage of the excellent inter-chain position fixes that may be obtained in areas of overlapping Decca coverage. A Decca 3501 Track Plotter automatically records track and tow and accurate steering is assured with the Decca 450 autopilot.

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# HULL FLEET DROPS TO A NEW LOW

ONLY TWO of Hull's 23 sidewinders were at sea last week — a new peace-time low for the Humber port.

The deepsea industry at Hull is now facing a grave situation.

The pair fishing were Hamling's *St. Dominic* and Newington's *C. S. Forester*.

On Monday Hamling's *St. Gertrude* returned with a Bear Island-White Sea catch of 918 kits which made £28,911.

At the same time Hull had 23 freezer trawlers at sea and six in dock. Of those out, ten were in the White Sea.

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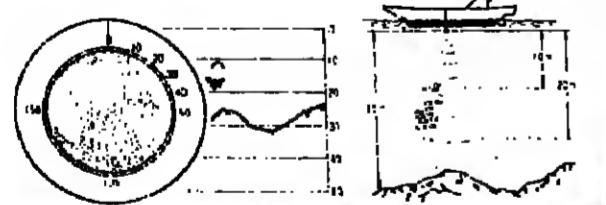
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# MANX QUOTA CUT DEFIES EEC

AROUND 200 Scottish herring fishermen last week applied for 120 available licences to fish Manx herring.

The talks on Manx herring held in London last week brought agreement that fishing will be banned a week earlier this year. Also, the close-season ban is to be extended right through until the beginning of next summer.

This is a victory for marine biologists and others attempting to protect and conserve the Manx fishery.

The effect will be that, instead of the usual October 1 ban, the grounds within the island's 12-mile limit will be closed on September 24. And, instead of opening again in mid-November, they will remain closed until January 1 next year.

In addition to the extensions of the close-season, the talks at the Fisheries Ministry also determined

that the total allowable catch (TAC) should only be 9,000 tonnes this year — again a victory for the conservationists who warned that any more than this figure would result in a complete ban and the reduced TAC.

"We thought it might be very difficult for the industry to accept such severe restrictions," he added, "no matter how vital they are."

Dr Brand explained that the Manx grounds are most abundant in September as the spawning shoals move around to the Douglas Bank, off the east coast. "The close-season being brought forward one week will go a considerable way towards protecting some of the spawning fish," he added.

"The one week extra at the end of September means far more than all the six weeks extra at the end of the year put together."

About 95 per cent of the spawning stock are within the protected 12-mile zone. Those outside the area are fished by Irish boats which are not issued with the permits necessary to fish the territory which is controlled by the Manx Government.

Last week's talks were attended by Ministry of Agriculture officials, their Menz Government counterparts, representatives of the industry and marine experts.

The new type of boxes have been welcomed by crews, handlers and processors. They are light, easy to carry and will stack up to 14 high. They also stagger stack to follow the contours of holds.

They were bought through Menz Fish Auctioneers Ltd., a subsidiary of the association, and have been released steadily since June. They are being used for all purposes, mainly herring and white fish.

The boxes — made by GPC Products Ltd. — were introduced for increased efficiency, safety and hygiene. As there is no automatic washing equipment in use at present, the plastic containers are easier to clean and sterilise than wooden or metal boxes.

This is the first time the island has had its own boss and Mike Richards, the association's secretary, said the more expensive plastic variety were chosen as a long-term investment.

"We don't anticipate the loss factor that other places such as Peterport has," he added. "They lose up to 1,000 a day up there."

Although they are already

brand, of the island's Marine Biological Station, said he was obviously very pleased with the outcome of the talks and welcomed both the additional ban and the reduced TAC.

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## ...box shortage being solved

AS THE Manx herring season gets underway this weekend a new system for boxing is expected to be put to the test.

In an effort to overcome drastic shortages in previous years, the Isle of Man Fishermen's Association has acquired 10,000 new, brightly-coloured containers for use in the island's main ports: Ramsey, Peel, Port St Mary and Douglas.

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accepted by the Ministry of Agriculture officials, their Menz Government counterparts, representatives of the industry and marine experts.

The measures have been accepted by the Isle of Man Fishermen's Association. Secretary, Mike Richards, attended the talks and described the measures as "necessary" to protect future herring seasons.

As 2,600 tonnes has already been taken from the grounds, the new TAC means that Manx and UK boats will only have 5,400 tonnes left to fish from now until September 24.

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## Floating a trawl headline

"WE ARE making a seven-fathom headline, six-fathom footline trawl end are in doubt as to the best kind of floats to use on the headline."

"Could you tell us what types of metal and plastic floats suitable for the purpose are available and where they are obtainable?"

"Metal floats made of either steel or aluminium alloy are readily available. They are invariably spherical and, though some of them are designed for use by trawlers and seiners fishing in depths to 60 fm, most of them are produced for trawlers working in deeper water."

Metal floats produced for use in comparatively shallow water are made in various sizes from 5 in. to 10 in. diameter and usually have a single lug welded on to them. Those produced for use in over 150 fm. are also made in a number of sizes between 5 and ten in. diameter and usually have a single or double lug incorporated in them in the die casting process.

Buoynances range from about 2lb. for a 5 in. diameter steel semi float to about 14lb. for a ten in. diameter aluminium alloy float with a maximum working depth of over 500 fm.

If you went to give extra lift to your headline, special types of 'upthrusting' aluminium floats are available. These may be single spherical floats with a scientifically designed metal rim around them to make them plane upwards when the trawl is moving through the water, or a pair of spherical floats incorporated into a kit.

Some steel floats are painted by the manufacturers but all aluminium alloy floats are a natural grey colour. The former can corrode if they are dented and the paint cracks, or if the paint wears off. The latter will never corrode.

Although metal floats continue to be the most popular for use on the headlines of deep sea trawls, plastic floats are now used to a great extent on the headlines of light and small trawls.

Plastic materials are almost ideal for making floats. They are impervious to water and do not absorb it. They are highly resistant to weathering. A wide range of colours can be incorporated in the manufacturing process and they require little or no maintenance.

Popular among them are spherical floats made of hard plastic materials such as Nokalon, Nautilus and North Star floats which, instead of lugs, have two holes through them by means of which they can be lashed to a headline.

Nokalon floats were the forerunners of this type of float. They are made in Denmark, are usually a grey colour and are available in sizes from 5 in. to 11 in. diameter. Although the manufacturers of Nautilus and North Star floats ceased to produce them over two years ago, they are still obtainable from certain sources.

The former are usually a white or grey colour and are designed for use on trawls likely to be used in depth to about 200 fm. The latter are usually coloured orange and

are designed for use in depths to 100 fm.

Another type of hollow spherical plastic float which has become popular for use on trawl headlines is known as the Permlift float which is made of a very hard, impact resisting plastic. It differs from the other plastic floats in that it is made in one piece without a weld and has lugs moulded into it.

Major Permlift floats are 7½ in. diameter and con-

structed for use on either the port or starboard side of a boat and in 24, 24 and 30 in. head sizes. All sizes have the same pulling power but the larger the head, the faster the hauling rate.

According to the manufacturers — Kennebec Marine Co., 478R Fore Street, Portland, Maine 04101 — nets can be hauled at speeds from 90 to 270 ft. a minute.

## John Burgess' Log



a boat is rolling and/or pitching.

It is made of aluminium and enclosed in a yellow GRP case 27in. long by 10in. diameter. The case has been moulded into it top and bottom for hoisting, and total weight is about 6lb. It meets Department of Trade and industry specifications formulated to ensure as far as possible that reflected signals are detectable at least five miles away.

The 'Permlift' is made by Firdell Manufacturing Ltd., 11 Kingsmoor Road, Harlow, Essex, from whom further particulars are obtainable.

## Helmsmen seats

"DO YOU know of a firm which can supply helmsman's seats? I want a folding type as there's not much room to the wheelhouse of my 33 ft. M.F.V. — a seat which fits bolt on to the after bulkhead behind the wheel."

Metal floats made of either steel or aluminium alloy are readily available. They are invariably spherical and, though some of them are designed for use by trawlers and seiners fishing in depths to 60 fm, most of them are produced for trawlers working in deeper water.

Metal floats produced for use in comparatively shallow water are made in various sizes from 5 in. to 10 in. diameter and usually have a single lug welded on to them. Those produced for use in over 150 fm. are also made in a number of sizes between 5 and ten in. diameter and usually have a single or double lug incorporated in them in the die casting process.

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If you went to give extra lift to your headline, special types of 'upthrusting' aluminium floats are available. These may be single spherical floats with a scientifically designed metal rim around them to make them plane upwards when the trawl is moving through the water, or a pair of spherical floats incorporated into a kit.

Nokalon floats with two side holes, centre holes or screws are obtainable from Hugh Norman (Marine Sales) Ltd., Ythan Cottage, Ellon, Aberdeenshire; spherical hard plastic floats with holes in them from Plasticisers Ltd., Driffield, Yorkshire — Bridport-Gundry Ltd., Bridport, Dorset — and Injection Moulders Ltd., Kittich Place, East Kilbride, Scotland; Permlift floats from Parshore Mouldings Ltd., Trading Estate, Parshore, Worcestershire; and metal floats of all kinds from Coseit Ltd., Fish Dock Road, Grimsby, South Humberside.

It is simple to install as it is pre-charged with Freon 12 and ready to run. Compressor and condenser are designed to be fitted in the engine space, evaporator in the ice locker.

The compressor — belt-driven off the engins — freezes the solution in the evaporator solid after the engine has been run for half-an-hour. A thermostat then cuts off the electro-magnetic clutch and stops the compressor having already stored enough cooling capacity to maintain the locker temperature for 12 hours.

After that, whenever the engine is running, the thermostat will start and stop the compressor automatically.

The supplier is: Peter Smailes Marine Ltd., 2 Bramble Road, Southsea, Hampshire.

Should neither of the firms be able to supply the type of hooks you want, it

is recommended to be

around last year's figure.

Jim Lovie, chief executive of the Scottish Fishermen's Organisation, said: "Not only is this fishery important to the Scots fleet, but it is a survival fishery for our skippers because of the general clamping down on herring fishing.

We are hoping and praying

it's going to be a good

mackerel fishery."

Mr. Lovie said that SFO

would manage the fishery

but, if their attempts were not successful, the bell would be

back in the Government's

court.

It had been agreed that the

SFO would run the management guidelines within Government

and the aim being to

make as little mackerel for

fishmeal as possible.

Mr. Lovie added that the

fishermen were still unhappy

about the scientists' stock

calculations. "We think the

scientists have got it wrong

again, or at least what they

are talking about is 'paper'

fish," he said.

"We then got a rapid ex-

pansion of fishing, not only by

the British but by other coun-

tries, particularly in the

Eastern Bloc."

## New radar reflector

"IF YOU operate in the English Channel or the approaches to it, the North Sea, or in any other area where traffic is heavy, you may be interested in a recently introduced radar reflector."

It is known as the Firth

"Pentland" reflector and is claimed to reflect radar

transmissions much more ef-

fectively than outboard

reflectors, particularly when

they do not damage line,

floets or netting during haul-

ing.

Although the jaws grip firmly, it is claimed that

they do not damage line,

floets or netting during haul-

ing.

They are usually a white or grey colour and are

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The 'Permlift' is made by

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11 Kingsmoor Road, Harlow,

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particulars are obtainable.

August 18, 1978

FISHING NEWS

**GRIMSBY'S best-ever open day**

GRIMSBY fish dock's now traditional open day, when the industry is on public view, proved a huge success earlier this month. More people than ever spent the afternoon strolling among quayside stalls, mobile exhibitions and queuing to tour vessels open to visitors.

These included the big distant-water trawler, Boston Boating, and the Royal Navy minehunter and fisheries protection vessel, HMS Bickington.

The event was officially opened by comedian Charlie Williams, who not only gave the big crowd plenty of laughs, but persuaded that much-respected fish docks personality, Jack Vincent, to part with £15 in an auction for an iced cake in the shape of a ship.

Admiral Sir Charles Madden, chairman of the Royal National Mission to Deep Sea Fishermen, inspected a guard of honour formed by the local Sea Scouts.

A record £2,505 was raised and, as usual, the proceeds went to the Royal National Mission to Deep Sea Fishermen.

Crowds queue to tour the Grimsby distant water trawler Boston Boating, even though the big 707-tonner has not been to sea for 18 months.

Mobile displays along the North Wall were of big interest to the crowd.

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Neco Communications present the  
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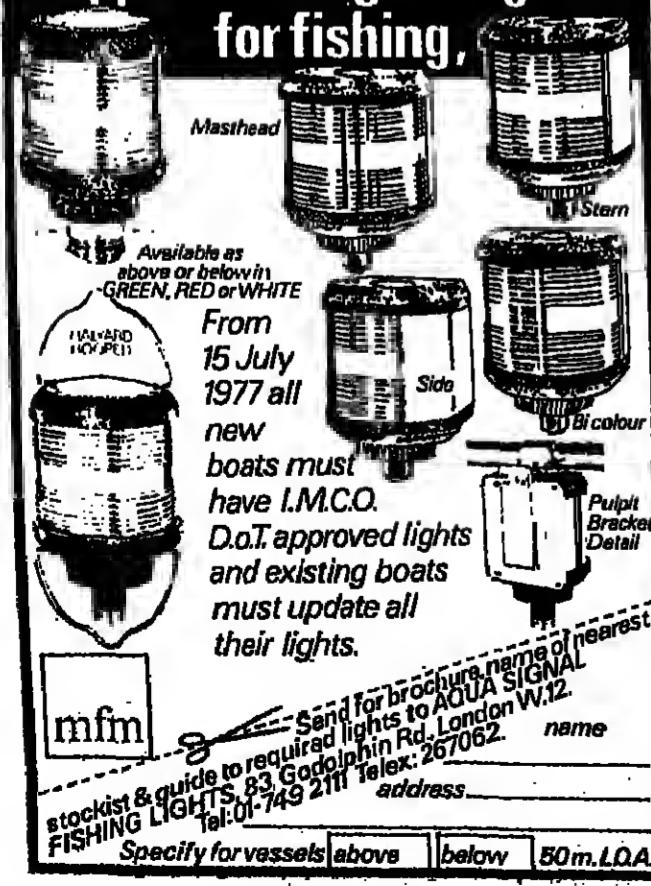
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Telex: 267062 name  
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Almost all of the 96 purse seiners crowded into Bergen harbour last week. They won a quota concession.

## MACKEREL DEMO — 96 pursers in Norway protest

A FLEET of 96 Norwegian purse seiners won a mackerel quota concession last week when they converged on Bergen in a demonstration.

The fleet — virtually all the Norwegian boats engaged in the mackerel fishery north of 60° — left the North Sea on Tuesday last week for Bergen to put pressure on the authorities to allow the fleet to go south of 60° for mackerel.

The Norwegians said they had had to stand by and watch Faroese and other fishermen make good catches while they have to wait until

September 1 due to Norwegian regulations.

On the Wednesday morning the fleet glided slowly into Bergen harbour and pursers were assigned berths.

The Sotra purser *Libus* was

co-ordinator. Her skipper,

Peder Lie, said when nobody got any catches north of 60° on the Monday, they decided they had had enough of waiting for September 1.

The 96 boats were supported by fishermen's organisations. Their five spokesmen in the catch regulating committee, and a representative of the Norwegian Fisherman's Union, arrived in Bergen to take part in what promised to be a stormy session with the Fisheries Directorate.

The Fisheries Directorate is sympathetic to the problems of the pursers but, according to director Knut Verdal, there are different interests to be considered.

While the committee session, coastal fishermen from about 59° and 60° threatened an action of their own in Kristiansund if pursers fleet is allowed to take mackerel before September 1.

Fishermen in Bergen agreed there was no理由 to be taken north of 60° but, according to director Knut Verdal, there are different interests to be considered.

By the Wednesday morning the compromis

allow the pursers to fish for a limited quantity of 15,000 tonnes. The total seiner quota is 80,000 tonnes.

Herring stocks were never regarded as tremendously abundant in the area and most biologists believe that catches should be strictly limited in order to protect whatever herring remains in the zone.

Dutch will find anything optimistic off the Irish West Coast.

Herring stocks were never regarded as tremendously abundant in the area and most biologists believe that catches should be strictly limited in order to protect whatever herring remains in the zone.

Some skippers in Brixham say they have given up mackerel and plan to fish summer capelin.

## ...DUTCH TESTING IRISH HERRING

THE DUTCH are carrying out investigations of herring stocks off Ireland's west coast, according to reports from Vilseinen in Holland.

The survey is being made by the Dutch research vessel *De Tridens* and the Dutch authorities are interested in the future possibilities for their herring fleet.

Dutch nets have been somewhat empty this season and they appear to have failed to catch their full quota, although they still made un-

official approaches for an increase in their quota.

Dutch Fisheries Minister, Van Der Stee, asked the National Institute for Fisheries Research to study the situation. He, apparently, considers Ireland's fishing limit extension announcement from 12 to 20 miles to blame.

The results of *De Tridens*' research activities are to be kept secret, but Mr. Van Der Stee intends to use them in future negotiations with the Irish Government.

However, there are strong doubts as to whether the

Dutch will find anything optimistic off the Irish West Coast.

Herring stocks were never regarded as tremendously abundant in the area and most biologists believe that catches should be strictly limited in order to protect whatever herring remains in the zone.

Some skippers in Brixham say they have given up mackerel and plan to fish summer capelin.

## Shetland licence scheme unlikely

THE Government is unlikely to agree to a special licensing scheme favouring Shetland fishing boats on local grounds, a Shetland delegation were agreed.

Representatives of Shetland Islands Council's fisheries working group met Bruce Millon, Secretary of State for Scotland, who told them that the Government would look favourably on their appeal to have the port box extended north, to take in the grounds around Shetland, but that licensing for Shetland boats were not a possibility.

It is understood tentative suggestions were made about an alternative scheme governing the size of boats to be allowed to fish around Shetland. Fisheries group

chairman Alex Morrison said that there would have to be considerable discussion before any scheme was agreed.

Jack Burgess, the Island's Council director of research and development, said: "What we are saying is that, even if Britain reached a settlement with the EEC on fishing today under which Britain had exclusive use of a 200-mile limit, there would still be need for a regional approach."

"There is increasing evidence of separate needs and ideas from other areas and we think that you cannot go on indefinitely in a situation where too many boats are chasing less and less fish."

"Somehow and sometimes there is to be limitation and it is time that everyone faced up to it."

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## KING FROST AT FROZEN FOOD FAIR

KING FROST will feature its full range of products at the Frozen Food and Freezer Festival Exhibition in October, emphasising its position as importers/suppliers to the wholesale frozen food trade.

The company's range, which is constantly revised, includes breaded scampi, breaded plaice, fish cakes and a large selection of shellfish.

David Morgen and his King Frost wholesale sales team will be on Stand 90. The exhibition is at the West Centre Hotel, Fulham, London, from October 1-14.

All three ports have been hit by drastic fleet reductions and bad approach to the Government

# Owners meet to ask for aid

separately for aid. The now, the fleets are down to an all-time low.

The industry hopes that the Government will look at the request sympathetically because, compared with the payout to some other industries, only a small sum is involved.

Dock charges are hitting the owners hard. When the ports were modernised, the Government put up 80 per cent of the cost, with the other 40 per cent to be paid for by trawler owners through landings payments to the Dock Board.

However, the cash was spent with the expectation that flourishing fleets would shore the cost.

The vessels were formerly

The owners need to keep both port facilities and manpower together so that, when the EEC finally settles the Common Fisheries Policy and they can take decisions on fleet restructuring, the back-up facilities will not have run down.

The 1,167-ton *Stowman I*, which saw action in both the 50-mile and 200-mile confrontations, has already been sold by the Humber-based United Towing (Ocean Tugs) to Singapore owners, while *Welshmann* is one of three other tugs the firm is planning to sell in a deal with unspecified owners.

United Towing, part of the giant North British Maritime Group of Humber-side, said the deals were part of its fleet modernisation scheme.

## RIG QUARTET

ABERDEEN TRAWLER owners George Craig & Sons has now become the largest offshore safety operators in Scotland.

The company recently acquired four converted side trawlers for North Sea safety duties.

The vessels will be managed by North Star.

run by John Brown and Son (Aberdeen), part of the Christian Salvesen Group.

The vessels will be running and operated through Craig's subsidiary, the North Star Fishing Co. In addition, five vessels also belonging to Salvesen's will now be

managed by North Star.

The vessels will be managed by North Star.

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THE BUCHAN family of Peterhead are now working their largest purser — the 111 ft. long *Lunar Bow*. She represents an investment of £900,000 and is being skippered by John Buchan, whose brothers William and Alex operate the pursers *Vigilant* and *Pathway*. The new ship is Scotland's first to fish powered by a 'Cat' diesel of over 1,000 hp.

The ship has been bought without Government financial assistance and replaces the previous eight-year-old *Lunar Bow* which has now been sold to Fraserburgh owners and renamed *Escol*.

*Lunar Bow* is a product of Sigbjorn Iveren of Flekkefjord, a Norwegian yard well-known for building purse seiners. She is the fourth vessel the yard has built for this well respected family of purse seine fishermen.

The new *Lunar Bow* has an overall length of 111 ft. 3 in. and incorporates all the latest ideas in layout and equipment for a modern Scottish purse seiner.

There are larger pursers owned in Scotland, but she is the biggest vessel built so far by Iveren for Scottish owners. She has a capacity for some 300 tons of fish in her six refrigerated seawater tanks and is also capable of working trawls, either on her own or with other vessels.

She is built to the approval of Lloyd's, and to the requirements of Trade and Det Norske Veritas, and has a length between perpendiculars of 92 ft., beam on frames of 26 ft. and moulded depth, 13 ft. 8 in. The hull has a transom stern, raked stem and bulbous bow and is fitted with a full length shelterdeck.

Construction is mainly of steel, but her wheelhouse and the RSW tank hatchee are of aluminium.

Caledonian Engines Ltd. of Glasgow supplied the propulsion engine which is the largest in the Caterpillar range of marine diesel units and the first of its type to be installed in a Scottish fishing vessel.

It is a model D399 turbocharged and after cooled 16-cylinder, Vee-form, engine rated at 1,125 hp at 1,225 rpm; it is coupled through a Pay and Brinck PB3 3.9:1 reduction gearbox to a Pay and Brinck CP propeller.

Air starting is provided and the cylinders have a bore of 6 in., stroke of 8 in. and displacement of 3.92 cu in.

Hydraulic pumps to drive the side thrusters and gear handling machinery are driven from the forward end of the engine through a Hytek single-input, multi-output gearbox.

The model SPH106 106 hp bow thruster, and model SP150 150 hp stern thruster, are both by Brunvoll and each is driven from a Vickers pump.

#### Herbour set

Two Lister JWS8 auxiliary engines, each giving 140 hp at 1,500 rpm, are also fitted in the engineroom. They provide power for a Newage Stamford 115 kVA 220 V 50 Hz alternator.

Electrically-driven equipment in the engineroom includes Frank Mohn bilge and fire pump, Bryne Mek Verksted fresh water and seawater pressure sets, two Bristol air compressors, a Mirrlees Pump Ltd. standby fuel oil pump for the main engine, C. C. Jensen fuel oil filter, and a Vickers standby hydraulic pump for the gear-handling machinery.

The harbour generating set is based on a small Lister diesel engine fitted at the forward end of the main deck and it provides power for a Stamford 220 V alternator and a Jabsco standby fire and deckwash pump.

Some 12,600 gallons of fuel

## SIGBJORN IVERSEN MEK VERKSTED BUILDERS OF LUNAR BOW

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for good fishing to

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# PURSE FIRST WITH IC CAT DIESEL

oil are carried in the stern below the RSW tanks, and right forward, while fresh water tanks are housed below the engineroom.

Kvaerner of Norway supplied the type 92/62E refrigeration plant designed to cool 80 tons of seawater from 15 degrees C. down to 0 degrees C. in four hours.

#### Six tanks

The plant is housed on main deck level and the two J. and E. Hall compressors are each driven by a Newman electric motor. Seawater is circulated through the tanks by means of an Alweiler electrically-driven pump housed in the engineroom.

An Autronica indicator monitors the temperature of the water in the tanks and hatches serving all six tanks are carried up to shelterdeck level.

Apart from the Triplex net winch, all the hydraulically-driven gear-handling machinery is by Karmoy Mek. Verksted of Norway.

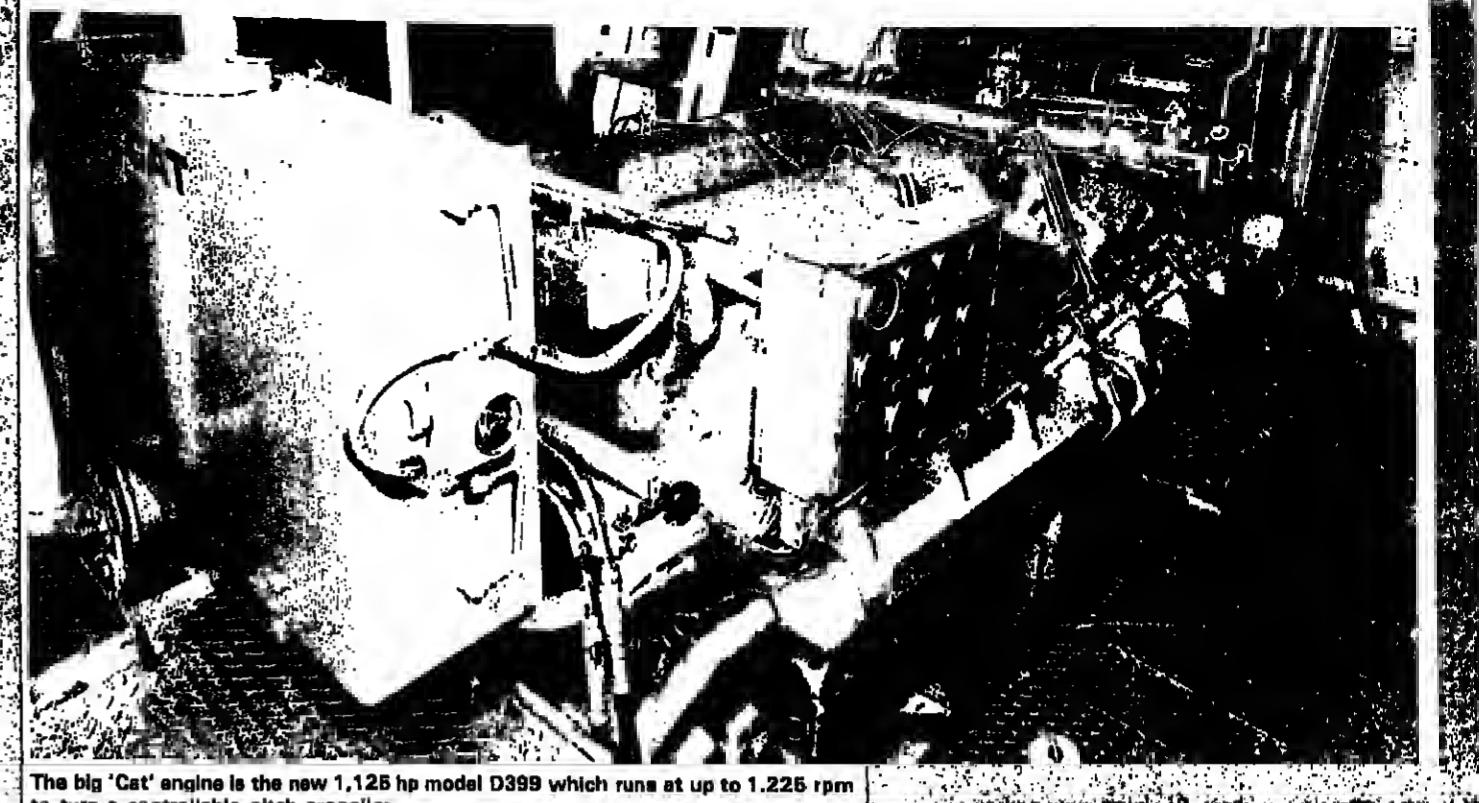
Rather than being fitted on the shelterdeck, the new 116 307 28-ton combination purse and trawl wind is housed in a more sheltered position on the main deck.

It is fitted at the port forward of the tank trunking, and carries two drums for purse and trawl trawling. The guiding gear is powered by an electrically-driven hydraulic pump housed in the engineroom.

From the winch the lines travel across the main deck and then pass around sheaves.

Turn to page 12

Above right: looking down to the shelterdeck of *Lunar Bow* showing her purgellows on the right. Skipper John Buchan (far left) with the crew of the Norwegian-built purse seiner net taken on end stowed in one of the two aft net bins. It is a cylinder Vee-form unit.



The big 'Cat' engine is the new 1,125 hp model D399 which runs at up to 1,225 rpm to turn a controllable pitch propeller.

## TREEVE MARINE LTD

TREEVE COVE BOAT with 7 hp air cooled inboard diesol with hand start and water cooled exhaust. Open boat, to WFA, with aft seat and locker — £2064.44



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Two trusty workboats  
One has the features you need

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The Hardy 8-25 and Wasp are sturdy built to workboat designs capable of fulfilling most inshore and astern duties. Although of similar length, they have very different characteristics.



HARDY 8-25 A heavy displacement round bilge design with considerable payload capacity.

LOA: 27ft Beam: 9ft Draft: 3ft 1in  
Displacement: 4.7 tons Service speed: 7 knots



WASP A semi-displacement hull suitable for surveillance and as a personnel carrier.

LOA: 28ft Beam: 10ft Draft: 2ft 8ins  
Displacement: 3.5 tons Service speed: 12-20 knots depending on engine installation.

Both designs are available with forward wheelhouse and large cockpit but other superstructures can be supplied.

Tyler powerboat mouldings for workboat, commercial fishing and other professional duties are available from 18-55ft. Full details of these and other powerboat designs are available.

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From page 11

send up through pipes to the gullows on the shelterdeck.

The model 116 330 combination cargo winch and anchor windlass is located at the aft side of the forecastle on the shelterdeck.

The boom lifter is fitted at the port side of the masts, while the boom swinger is mounted on the mast itself.

Fitted to afterdeck of the deckhouse, the model 116 236 endwire winch is used for a number of purposes including hauling in the wedge of the purse net and for manoeuvring the fish pump. Karmoy also supplied the 14 in. fish pump complete with fish and water separator and hose.

P. Bjørshol Mek. Verksted's type 803 360 20 net winch is fitted at the starboard side of the deckhouse, together with its control console. The unit is used in conjunction with either of two transport rollers.

Two bins for purse seines are arranged aft of the deckhouse and the boat is to use nets from Norsenet for mackerel and Saganet for herring and sprats.

A Karmoy net drum for mid-water trawling is located at the port side, aft of the

## PURSER WITH BIG 'CAT'

deckhouse, and a trawl gantry spans the quarterdeck.

Fishfinding instruments include the new Elec Mini Loder sonar which, having a sounding frequency of 50 kHz, is particularly suitable for mackerel detection.

Also fitted is the new Elec LAZ 48 Panoramoscope sector scanning sonar to indicate nine soundbeams transmitted simultaneously through a 90 degree sector and show their echoes.

### Processor

Functions of the Panoramoscope are controlled from a LAZ 401 remote control unit which also gives a graph record of the central sound beam echoes.

Later this year this equipment will be supplied with the new Elec signal processing unit to eliminate unwanted echoes. Other Elec fishfinders include LAZ 72 vertical recording echo sounder with LAZ 62 flatline, another LAZ 72 unit.

A Karmoy net drum for mid-water trawling is located at the port side, aft of the

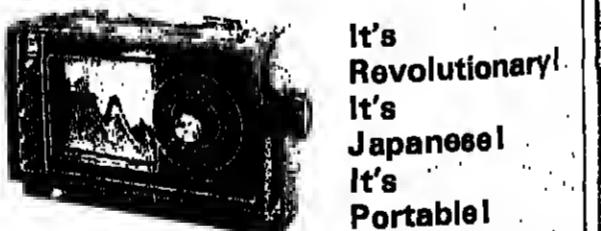
lavishly equipped wheelhouse include C-Tech Omni Sonar from Canada, Kelvin Hughes radar with Variable Range Marker, Decca Mk. 21 Navigator and two Solent seats. Tenfjord 130 ESG steering gear is coupled to Luner Bow's autopilot.

Accommodation for the crew is of the high standard now becoming traditional among the Scottish purse seine fleet. There are three two-man cabins and a six-man cabin, plus adequate toilet and shower facilities. Galley fittings include a Beta electric cooker and a Gaggenau refrigerator and deep freeze.

A roomy messroom and lounge leads off the galley and central heating is from electric heaters. Safety equipment includes a Pyropress main engine, Beta Range Marker, and Beta Amphitrite speed log. Other fittings in the

wheelhouse include a Beta radio telephone, Sailor RT 144B vhf radio telephones, Woodsone intercom system, Mermaid watchkeeping receiver, Robertson AP7 automatic pilot, OKI ONX 7 48-mile radar with ONA3 Variable Range Marker, and Beta monitor and an AFA Minerva fire detection and alarm system.

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TRADE ENQUIRIES WELCOME

August 18, 1978

FISHING NEWS

# Iceland is told: don't send more soft cod

The association's president, Richard Cook, said it had impressed on the Icelanders that Fleetwood was a port for top-quality fish.

Some of the cod coming in seemed to have been kept too long while owners pondered whether to send it to Fleetwood or the east coast, and at least one ship seemed to have acted as a carrier.

Icelanders coming into Fleetwood have been on spending sprees which have boosted takings for local traders. The crew of the first ship to arrive after the lifting of the tumpore unloading ban, *Dagny*, are said to have spent £2,000 in a single day.

A spokesman for the vessel's agents, J. Merr and Son, said: "This was beautiful, good-sized cod, but it was rejected due to the state it was in."

Local firms have sold a multitude of goods to the Icelanders — including one firm's coup in selling mackerel.

But Doris Hewsham, manager of J. N. Ward and Son, which has joined the Hazel Fishing Co. to act as agent for Iceland vessels, claimed that prices paid for the catch of their first vessel, *Sœvirk*, were £10 a kit less than the top price because the merchants said the fish were soft. There were claims that it would have made more on the Humber.

Mr. Cook denied this and said the Icelandic vessel *Erlingur* received £11 more a kit on the day following *Sœvirk*'s landing. *Erlingur* made £51,522 from 1,723 kits against *Sœvirk*'s £23,038 from 1,095 kits.

He said: "We've proved that they will get good money

for good fish. This is unfair criticism."

It is hoped that these early protests will help resolve the problems because Fleetwood will need Iceland's fish even more when many local stern trawlers move south to work mackerel.

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With inflation running at 60 per cent in Iceland prices are cheaper at Fleetwood.

Local firms have sold a multitude of goods to the Icelanders — including one firm's coup in selling mackerel.

Although *Juni*'s latest turnout at Hull was huge, it is understood that the quality of some of the fish was poor.

The landing was spread over two days: 2,481 kits made £48,958 at Monday's sale and the balance was sold the following day.

It was *Juni*'s second haul landing of the year and, later, the ship went to Jersey where she anchored when she developed engine trouble.



50 years ago

Recalling some of the stories which appeared in our columns this week 50 years ago.

AUGUST 18, 1928

LATEST type of lifeboat sent to Fowey, Cornwall. She is 46ft. long, has a cabin, a searchlight, and lilo-throwing gun. Driven by two 40hp anghas, she has a speed of approximately eight knots.

HERRING season off east coast going well but the large quantity of good fish means bad prices — only 4s (20p) per sixty fish.

TRAWLING company about to be formed at Padstow, Cornwall. Several gentlemen funding plan to help put them back on fishing map.

MISSING Danish seine netter *Premier* towed into Grimsey by *Methellus* after being found ashore at Tatney Haven. She went missing after the skipper left her anchored when she developed engine trouble.

## 5,136-KIT HAUL

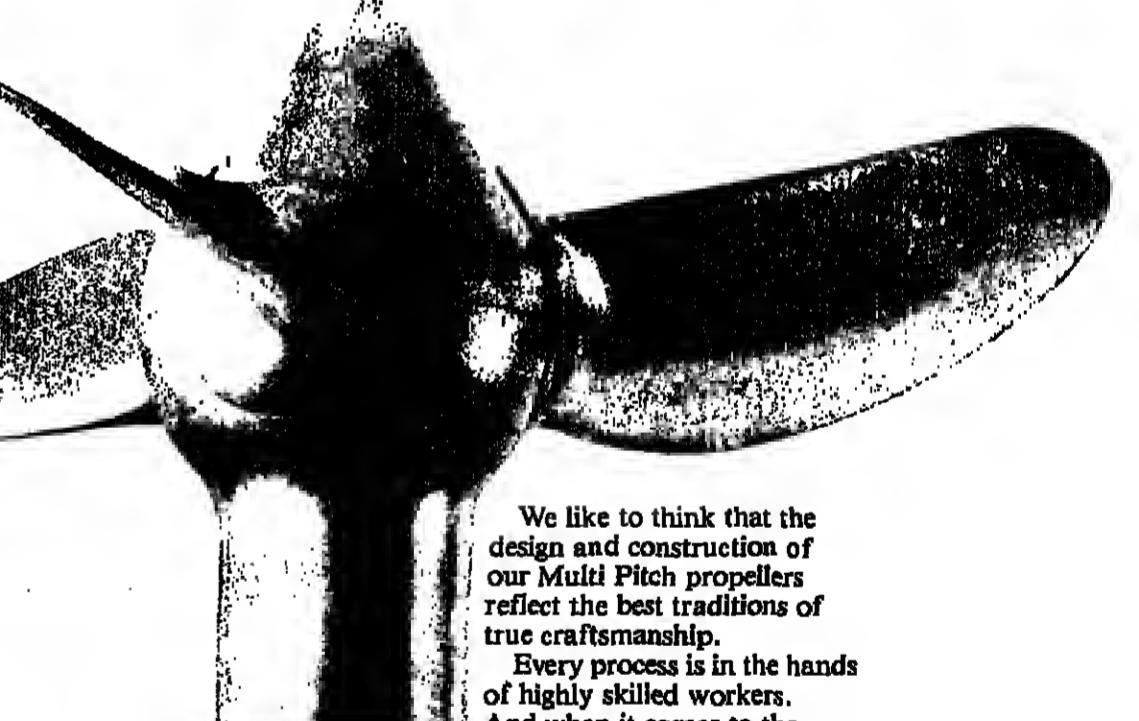
A TURNOUT of 5,136 kits from the 841-tonne Icelandic trawler *Juni* at Hull this week set a new record for a single wet fish discharge.

However, 1,184 kits lacked trade in grossing £13,885 short of target and went to a fishmeal factory.

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It was *Juni*'s second haul landing of the year and, later, the ship went to Jersey where she anchored when she developed engine trouble.

## THIS PROPELLER IS MADE DIFFERENTLY - BUT ONLY TO MAKE IT BETTER



### WFA rates

NEW interest rates on loans from the White Fish Authority and Herring Industry Board came into effect on August 5. The new rates are for fishing vessels under 80ft and new engines: up to five years, 11½ per cent; five to ten years, 12½ per cent; ten to 15 years, 13½ per cent; over 15 years, 14½ per cent.

Processing plants: up to five years, 13 per cent; five to ten years, 13½ per cent; ten to 15 years, 14 per cent; 15 to 20 years, 13½ per cent.

### PLEA FOR NEW PIER

FISHERMEN and seafarers in the Donegal port of Greenvy have joined forces to campaign for a much-needed pier development scheme.

### Smoke house set alight

A FIRE severely damaged the roof and flue smoking chimneys at the Grimsby premises of the Russell Plan Curing Co. last week. Employees were evacuated as firemen fought the blaze. A blowback of sawdust in a smoke house is believed to have caused it.

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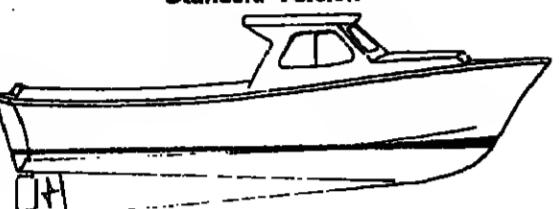
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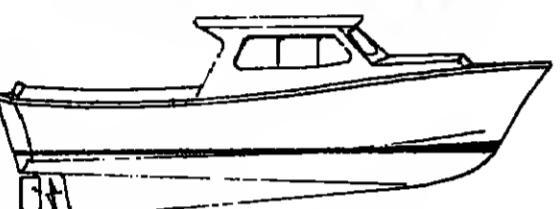
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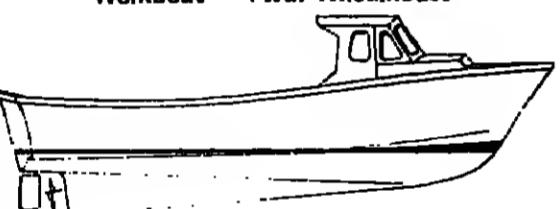
Standard Version



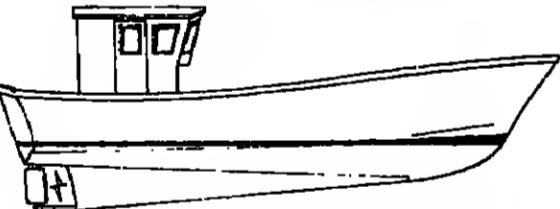
Standard Version — Ext. Wheelhouse



Workboat — Fwd. Wheelhouse



Workboat — Aft Wheelhouse



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(Please state which version interests you and what you require details of part fitting out or a completed vessel).

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## Tamar to pay two sacked workers

CATTERMARINE is using a special polyurethane material on the inside faces of its one-tonne and three-quarter-tonne slave hauler wheels for pot hauling.

The facing was first used three years ago on the Newlyn one-ton hauler and a Caernavon potter. In both instances, it is claimed, no wear has occurred and substantial savings in rope have been achieved.

This material seems to partially envelope the gripping surface of the rope and helps to eliminate slip or abrasive action which can occur with sand on the outer surface of the hauling rope. It also eliminates the need to machine skin when wear does occur. The polyurethane facing is cast into the aluminium alloy wheel.

The founder of Cattermarine, Mr H. F. Macintosh, is retained for technical and sales duties by Drum Engineering, which now owns Cattermarine.

The tribunal ruled, however, that both women had been unfairly dismissed and ordered compensation — despite a request for reinstatement. Mrs Holroyd received £677 and Mrs Withcombe £624.

Danny Bryan, district secretary of the Transport and General Workers' Union, refused to withdraw a request for reinstatement, but was overruled.

The tribunal heard that the company moved to larger premises with the object of trebling output, but by the year the number of staff — mainly women — had fallen to 22.

Mr. G. Cocks, the tribunal chairman, pointed out that no evidence had been given that the manager was guilty of dishonesty of any kind.

Mr. Dugmore told the hearing that he had sacked what he thought were the instigators of a conspiracy, and that after sitting through the hearing, he still considered them to be so.

Engineering which make the hauler.

A feature of the Cattermarine slave and captain one-ton hauler is that the captain head is of generous proportions and provides an alternative to the alava hauler with its auto rope ejection when hauling on rough ground and fastenings occur.

Ever

The hauler can be controlled for start and stop operations, as well as for speed control, from one lever and, therefore, can help to cut crew requirements.

The slave hauler wheels are also incorporated with the Cattermarine net hauler to give a multi-purpose unit for netting, potting and lining.

The pot end net hauler from Cattermarine now in production.



The tribunal heard that the hauler is being used aboard the 33 ft. Flyer II from Bembridge, Isle of Wight, and has given good results.

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## PUBLICATIONS

# HIGHLAND FISHING FAILURE

ATTEMPTS by a London-based society to establish fishing communities in remote parts of the Highlands of Scotland lost century — notably at Ullapool, Tobermory, Lochbay and Pulteneytown — are the subject of a new book\*.

However, with no herring, the customs duty on salt and a mainly apathetic population, most of these villages did not thrive in fishing.

The author has gone to much trouble in research and every other attempt seems to be backed up by a reference to a note at the end of the chapter. But the book is uncommonly heavy-going — it might have been a thesis rather than a book of general public interest.

\*Pat O'Driscoll, "The British Fisheries Society, 1786-1893," by Jsen Dunlop, is published by John Donald Ltd. of Edinburgh at £12.

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